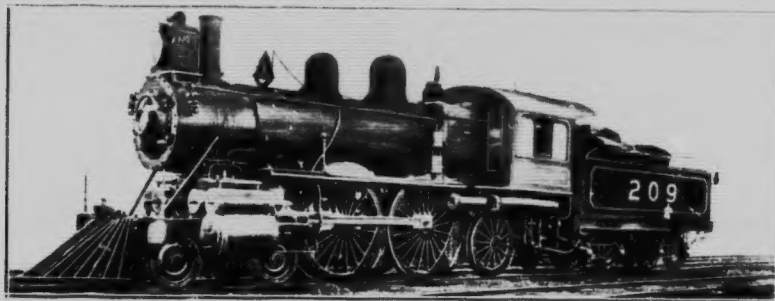


12904

HOVER



UNION MEETING

Canadian Divisions.

QUEBEC, June, 18-19-20 1907.

B. of L. E.



UNION MEETING CANADIAN DIVISIONS
BROTHERHOOD OF
LOCOMOTIVE ENGINEERS



Souvenir



QUEBEC, _____ JUNE 18-19-20,

NINETEEN HUNDRED AND SEVEN.

MONTREAL.

Home Literature 19/4 - Dec



W. S. Stone, G. C. E.



1—H. E. Wills, A. G. C. E. 2—M. W. Cadle, A. G. C. E. 3—R. W. Bottrell, F. G. A. E. 4—E. W. Hurley, A. G. C. E.
 5—F. A. Burgess, A. G. C. E. 6—Wm. B. Prenter, F. G. E. 7—C. H. Salmons, S. G. E.



W. E. FURCH,
President, Insurance Association.



M. H. SHAY,
Gen'l Sec. and Treas. Insurance Association.

The Brotherhood of Locomotive Engineers.

IN April, 1863, a few engineers in the employ of the Michigan Central Railroad Company conceived the idea of forming an association to promote the welfare and interest of their profession and elevate their standing and character as men. With these objects in view, they assembled at the house of one of their number, in the city of Marshall, Mich. The result of their deliberation was the issuing of an invitation to the engineers employed on the adjacent roads to meet in the city of Detroit on the 5th day of May. In response to the invitation, at the appointed time ten delegates assembled, who, with but little formality in their organization, entered upon their duties, and, with the assistance of a few engineers residing in Detroit, a constitution and by-laws were presented and adopted, embodying the fundamental principles of our present organization.

The necessity of something further on the part of engineers than the common consent to become and remain members of the association so long as suited their own convenience became apparent to the minds of the delegates, and an obligation, as a bond of union, was formulated and unanimously adopted, and on the 8th day of May, 1863, twelve engineers joined hands and hearts, pledging themselves to support the constitution and by-laws, assist the needy and maintain the right.

Officers were elected, and Detroit Division No. 1, Brotherhood of the Footboard, stood forth as the pioneer in the great work of reformation and elevation of the locomotive engineers of this continent.

The work of organizing sub-divisions soon began, and in a short time there were twelve divisions formed, and in accordance with previous arrangements a call was issued for each division to send a delegate to meet at the hall of Detroit Division No. 1, on the 18th of August of the same year.

The result of their deliberation was the forming of the Grand National Division, Brotherhood of the Footboard, electing as their President and Chief William D. Robinson.

Like many other Associations in their infancy, many important points were lost sight of, for the want of experience.

During the first year of its existence, forty-four sub-divisions were organized. On the 17th of August, 1864, the first convention was held in the city of Indianapolis, Ind., with forty-four division representatives, at which time the name and title of the organization was changed to its present one, making it international in character, so that all locomotive engineers, regardless of nationality, would be eligible.

The organization has been in existence, as a society, forty years, and during that time has gradually increased in numbers and importance; emerging almost silently from its original obscurity, until they now have 675 sub-divisions, comprising a membership of nine-tenths of the best locomotive

engineers of this continent; and they have gained an enviable position by a strict adherence to their mottoes, "Sobriety, Truth, Justice and Morality," "Vigilance, not Violence," and "Do unto others as ye would that they should do unto you, and so fulfil the law." They stand aloof from all political bodies and sects and ignore all questions of creed and race, and look only to the improvement and protection of the locomotive engineers and their families.

At the convention held in the city of Boston, in November, 1866, the publication of a monthly journal, to be devoted exclusively to the interests of the profession, was authorized, and the first number was issued in January, 1867, composed of 16 pages; it now has 128 pages and has at the present time a circulation of 61,000, including among its subscribers residents of Europe and India.

On the third of December, 1867, there was established an insurance association, which pays to the heirs of deceased members, or to a member who is unfortunate enough to lose a hand, arm, limb, or eyesight, the full amount of the policy or policies held. Policies are for \$1,500, and a member may carry one, two or three, making \$1,500, \$3,000 or \$4,500. The cost of carrying one policy of \$1,500 is from 23 to 25 dollars a year. In the aggregate, \$17,000,000 have been paid to injured brothers and heirs of deceased members, besides disbursing out of their hard earnings, thirty-five to forty thousand dollars among the widows, orphans and needy of the Order at every convention.

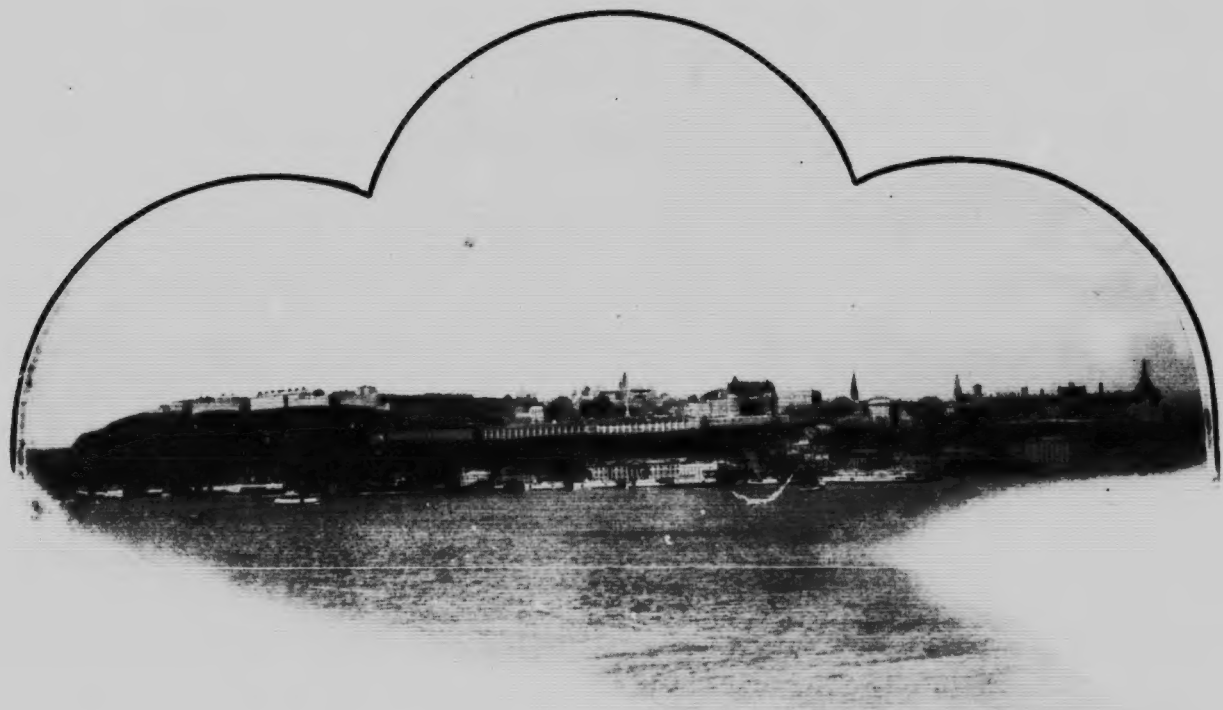
A large number of the divisions have a weekly indemnity insurance, each having their own law, which vary in the amount of dues and indemnity. The weekly indemnity is usually about twelve dollars.

The organization has contracts with 957 of the Railroad Companies, which include nearly all the great trunk lines. These contracts embody rates of pay and rules and regulations governing overtime, treatment of the employees and the prevention of unjust discharge or suspension.

Through the instrumentality of this organized effort, the remuneration for services has been greatly increased, overtime allowance properly adjusted, and the character of those who comprise it elevated and educated, and peace and harmony maintained between the employer and employee.

The Grand International Auxiliary to the B. of L. E., composed of the wives of members, was organized in Chicago, Ill., Oct. 16, 1887, with ten charter members, and from this small beginning they have established 352 sub-divisions with a total membership of over 13,000. They also have an insurance department with 7,000 members. Among their functions as aid to the B. of L. E. is their influence in bringing about good social relations, creating better fellowship, which augments common interest, adding strength to the ties of brotherhood.

—C. H. Salmons, S. G. E.



Quebec and Citadel, from Lévis.



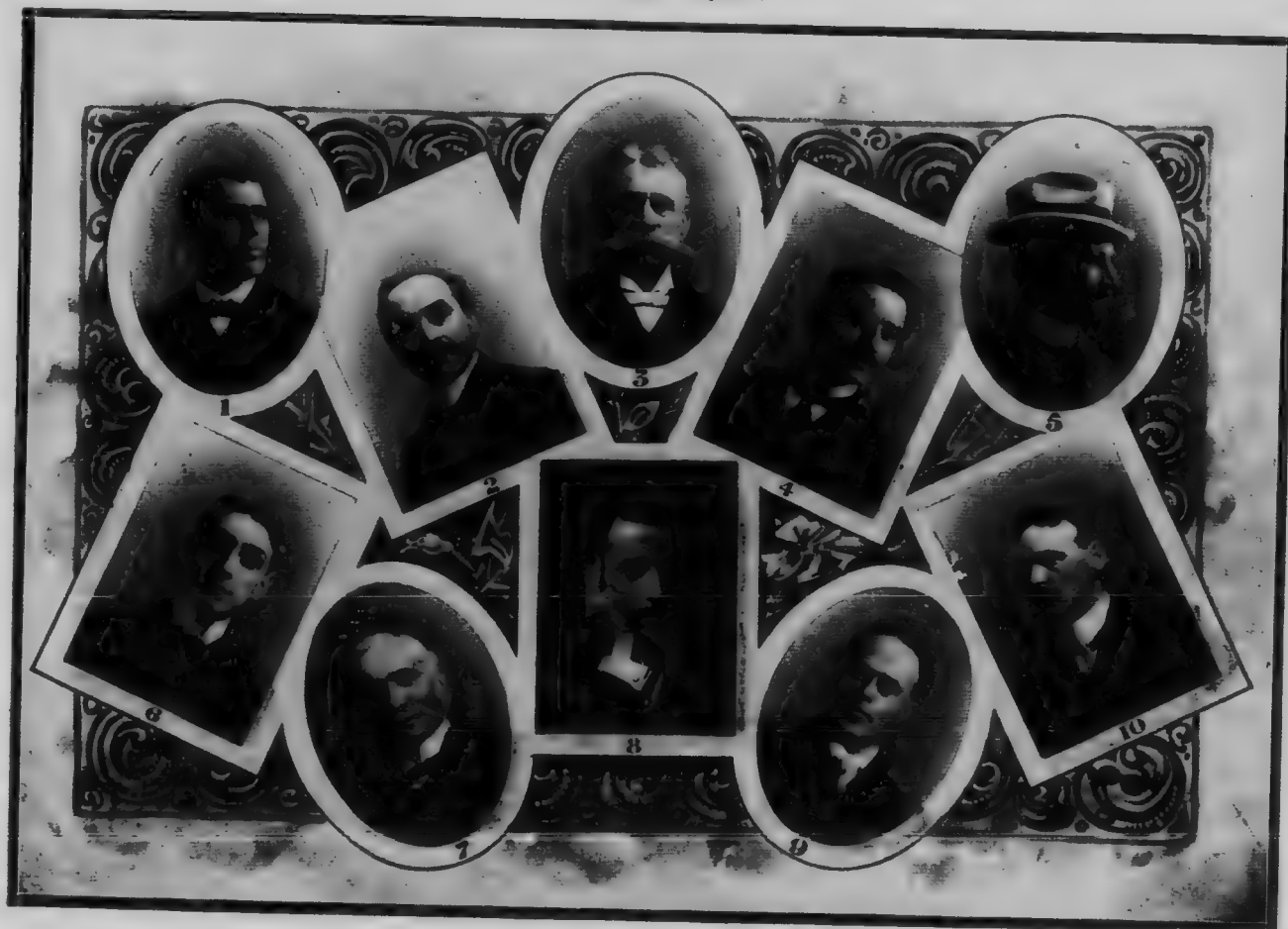
Geo. Garneau, Mayor of Quebec.

Aldermen—City of Quebec.



1—P. Dinan. 2—Geo. Madden. 3—Nap. Barbeau. 4—Is. Letourneau.
6—Geo. Tanguay. 7—O. Mathieu. 5—P. Campbell. 8—O. N. Shink 9—C. E. Taschereau.

Aldermen—City of Quebec.



1—W. J. Mulroney. 2—Dr. C. R. Paquin. 3—Dr. M. Fiset. 4—H. D. Barry. 5—Art. Picard.
 6—A. Huard. 7—Elz. St. Pierre. 8—L. A. Taschereau. 9—A. J. Messervy. 10—H. E. Lavigueur.

Finance Committee—City of Quebec.



1—Cyrille Duquet, Pres. 2—R. P. Lemay. 3—On. Bedard. 4—P. Hogan. 5—M. Foley.
 6—Naz. Fortier. 7—T. Verret. 8—A. Galipeault. 9—Dr. A. H. Hall. 10—N. Drouin.

QUEBEC

THE city of Quebec commands the unqualified praise and most engrossing interest of any one who has either an artistic temperament or is imbued with a love of historical lore. It is at once quaint but stately; beautiful as well as ancient. The visitor is impressed by the evolution in architecture of over 250 years—a period, too, which has been crowded full of historic incidents which have proved epoch-making to the nations involved.

The noble cliff which the citadel surmounts was the bone of contention in many battles—battles which immortalized the names of Wolf, Montgomery, Arnold, Montcalm, Frontenac, Champlain and a score of others. In fact almost every inch of ground in and around Quebec is sanctified by memories of bloodshed, victory and defeat.

While it is difficult to make comparison of natural scenery, yet all must admit that the wonderful view obtainable from Dufferin's Terrace is one of the most far-sweeping, one of the most beautiful and one fullest of interest of any in the world.

In these modern times, when warfare has harnessed such terrific forces, a walled city occupies a unique position, exemplifying as it does not only the former necessity of protection, but also a method now rendered obsolete by modern war machinery. The old gateways, Kent, Prescott and St. Louis are most picturesque, and the numerous monuments erected to Quebec's heroes deserve and receive the reverent attention of every visitor.

As for the surroundings every one must surely see Montmorency Falls; few people realise until they have actually visited this spot how even Niagara itself is surpassed by the tremendous leap of the water. Then, too, in the vicinity are many of the old forts and chateaux in a more or less complete state of preservation, which are well worthy of minute inspection. Joaquin Miller, who travelled much, said that of the wonderments of the world that he had seen, four only came up to the expectations which he had formed of them before he had seen them. One of these was the delicious Bay of Naples, the second, Niagara, the third was the marvellous amber coloured Saguenay, and the fourth was "quaint, curious and unrivalled Quebec."

Visitors are sitting for hours in the twilight viewing nature from the grand and imposing promenade of Dufferin Terrace, the finest walk in the world. In fact during summer bright nights, we can see on that wonderful spot thousands of people enjoying the fresh air and the magnificent scenery shown to their dazzled eyes. "Quebec," said Professor Roberts, "is the grandest for situation, the most romantic in associations and the most distinctive and picturesque in details. Quebec is the storehouse of American history and the most glorious of cities; beautiful, too, as a picture." She

stands on the very threshold of this strong and important new world, in this age of progressive activity and enterprise, like a little patch of mediæval Europe, transplanted, it is true, upon a distant shore, but shutting out by her mural surroundings the influence that the whole of the surrounding continent has failed to exercise upon her. There is a fascination about Quebec which enthralls visitors and compels them to linger longingly in the quaint old walled city. Those who visit it for the first time have a new era in their existence opened up, new thoughts and impressions stamped indelibly upon their minds, which haunt them pleasantly in after years and linger in their memories till time is swallowed in eternity.

There is nothing anywhere else quite like Quebec. It stands alone in its particular individuality, and there are indeed few spots to be compared with it in beauty of environment. Nature and the art of man have signalized, and history has emphasized it with such charms and attractions that it challenges the attention, and invites the presence of all who love the one or are impressed with the other.

From no place on the American continent can such a panorama of beautiful scenery be surveyed as that seen from the King's Bastion. A sunset from Dragon Summit in Arizona is immeasurably finer; the Valley of the Rio Grande, as seen from the heights of Grand Canyon is more imposing; the precipices and narrowing chasms of the Sierra Nevada are more rugged, as seen from Tehachapi; Pike's Peak commands a greater range of vision, and these can be seen at one glance such a panorama of natural beauty, wedded to human civilization, as from this coign of vantage beneath the frowning guns of old Quebec.

Within the walls and in the quaint old Lower Town is to be found much that appeals with potent force to the lovers of the antique and the students of the old. No other portion of the continent—not even Florida or Mexico—is so pregnant with memories of the past that must interest every traveller who cares to recall the dawn of civilization on this continent. No city in North America holds greater attraction for the antiquarian and the historian than the city of Quebec, nor is there another spot in America which has been trodden by the armies of so many different nations in martial array.

Many mighty tomes could be written about Quebec, but they would be inadequate to convey a tithe of the charm it possesses for the antiquarian or casual traveller seeking something new amid the ruins of the past. A person must actually see for himself to understand the glamour of romance which envelops this piece of mediæval Europe transplanted and allowed to linger in the great new world. "See Venice and die," said a well known novelist, but rather I would say, "see Quebec and live forever."

Letter of Thanks.

THE Committee of Arrangements is tendering its most sincere thanks to the many friends who, by their generous patronage of the advertising pages of this Souvenir, have contributed materially to the success of the Annual Meeting of the Canadian Division.

The Committee is also deeply indebted to the Rev. B. L. E., Can. Loco. Company, Kingston, the Wallhams, To the Railway Companies, who at much trouble we offer our most hearty thanks.

It was not a simple thing to face such an enterprise as the one of preparing for a Union Meeting in our City. We have worked hard, it is true, but with the assistance of good friends, too numerous to mention individually, who have proven us once more their real attachment, we have brought it, we have reasons to believe, to a good success. To them all we extend a hearty welcome and a thousand thanks.

COMMITTEE OF ARRANGEMENTS.

THE RAILROADMAN'S GREAT RELIANCE.

The Canadian Railway Accident Insurance Company. Ottawa, - Canada.

AUTHORIZED CAPITAL, - - - - \$500,000.00.

SUBSCRIBED CAPITAL, - - - - \$206,500.00.

Issues more Personal Accident and Sickness Policies than any other Company in Canada.

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A. J. BARR, C. P. R., *2nd VICE-PRESIDENT.*

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W. ANDERSON, MFR., OTTAWA.

GEO. MILLS, G. T. R., TORONTO.

W. E. MATTHEWS, PACKER, HULL.

T. McKENNA, C. P. R., ST. JOHN.

G. H. MILLEN, MFR., HULL.

E. W. GREEN, C. P. R., KENORA.

J. A. L'ESCARBEAU, C. P. R., QUEBEC.

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THOMAS LOWRY, M. C. N., ST. THOMAS.

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All Railroadmen should insure in this Company in preference to any other

BECAUSE This Company was organized by the Railwaymen of Canada, and therefore its prosperity and phenomenal success as a Railroad Institution is a credit to their ability and intelligence.

Smoke "DIXIE." Don't forget to ask for it.



Portion of Quebec, from Parliament Buildings

The longest span in the world

is that of the Quebec Bridge, now under construction by this company.

The total length of the bridge is 3,300 feet; length of channel span, 1,800 ft.; anchor spans, 500 ft.; ship clear headway, 150 ft. above highest tide, cantilever towers, 360 ft. high; width of floor, 63 ft.

We are the contractors for the steel work, and in spite of the fact that it contains about 80,000,000 lbs. of steel and required special care in laying out the pieces, our facilities were not overtaxed.

If we can carry out a contract of this magnitude, why can we not do the work you contemplate?

We solicit opportunities to bid on the steel work required for bridges, turntables, ocean piers, elevated railroads, viaducts, roofs and any other structures in metal.

THE PHOENIX BRIDGE CO.

ENGINEERS AND BUILDERS

410 Walnut Street, Philadelphia

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NEW YORK

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BOSTON

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While in City you cannot enjoy a better cigar than DIXIE.



Sir Thomas Shaughnessy, President, Canadian Pacific Ry. Co.

A Brief History of the Canadian Pacific Railway

IT is something for Canadians to be proud of—that they possess the only actual transcontinental railway in America. There are other rail lines which, connecting with one another, stretch from the Atlantic to the Pacific, but the Canadian Pacific stands alone in the proud position of being a road, under one ownership and one management, that stretches across the continent from tide-water to tide-water.

Nor is this all: The Canadian Pacific was built through the breadth of a country when its population was a scant 4,000,000. It penetrated a land of which little was known, through regions given over to the aborigine and the buffalo, and then usually described as "the Great Lone Land!" through the uninhabited barren wilds of the north shore of Lake Superior, and over the six hundred mile stone barrier which we call the Rocky Mountains.

It was a tremendous undertaking; its rapid construction and successful completion a wonderful achievement.

In the early seventies the Government of Canada undertook to build the road, to carry out a solemn agreement with the Province of British Columbia—a pact of Confederation. A few years' experience demonstrated, however, that Governments were not the best adapted for such gigantic tasks, and in 1881, the work was given over to a syndicate which became incorporated as the Canadian Pacific Railway. A vigorous policy was immediately

instituted and the work energetically prosecuted. Ten years were allowed for the completion of the road. It was finished in five. On the seventh day of November, 1885, the last spike was driven at Craigellachie, in the fastnesses of the Selkirks, and so it was that Canada kept faith with her western province. The departure of the first transcontinental trains simultaneously from Montreal and Port Moody—the original western terminus of the road—marked one of the greatest events in the history of the Dominion.

The Company was given \$25,000,000 in cash and 25,000,000 acres of prairie land, besides some incomplected sections then under government construction, to build the road. With even this apparently generous arrangement, there were many who believed that failure would inevitably result. Other railroads in the United States had followed civilization. The Canadian Pacific boldly went in advance of population, and settlement and commerce came after. It was a nation builder. It transformed the unpeopled Canadian West into a land of plenty and prosperity which in the comparatively few intervening years counts a constantly growing population of nearly 1,000,000 souls between Lake Superior and the Canadian Rockies alone.

Immediately after the inauguration of the transcontinental service in 1886, there was a wonderful development all along the line. With the occupation of the land, villages sprang up magically, quickly became towns, and to-day some have reached the dignity of cities. Winnipeg—the half-way house of the C.P.R.

Officials, Can. Pac. Ry.



1—H. H. Vaughan, Asst. to the Vice-Pres't.

2—J. W. Leonard, Asst. Gen'l Mgr.

3—James Osborne, Gen'l Supt. Ontario Div.

4—W. Singleton, Supt. Quebec & Ottawa Div.

5—Ed. Reynolds, Asst. Supt. Quebec Div.

A BRIEF HISTORY OF THE CANADIAN PACIFIC RAILWAY (CONCLUDED)

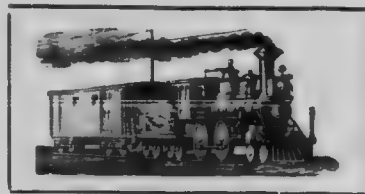
transcontinental system—from its town-like proportions of a few thousand people became a metropolis of over 100,000, and everywhere are building up scores of prosperous places, with every social advantage that accompanies civilization.

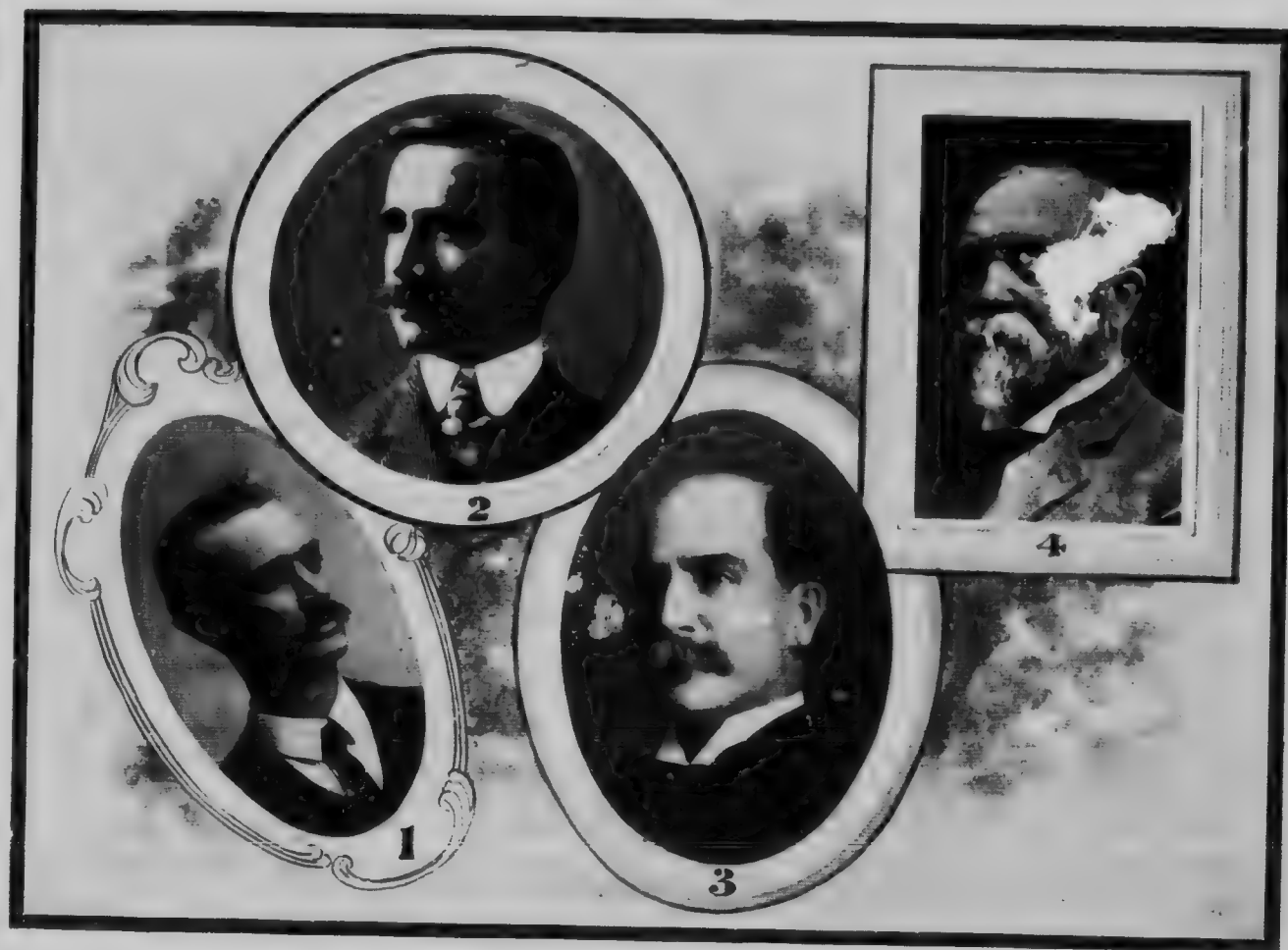
The Canadian Pacific did not rest with the completion of its transcontinental line. It built branches in the east, and in the west and the centre, gridironing the entire country. To-day its trains run in every province of Canada except one—Prince Edward Island—and through the State of Maine in the east and the State of Washington in the West, and its subsidiary lines—the "Soo" and the "Marquette" roads—serve the States of Michigan, Wisconsin, Minnesota and the Dakotas. Its mileage has grown from a few thousand to over 12,000, and this year it is constructing 1400 additional miles.

Its operations have extended to the Atlantic and Pacific oceans, on both of which it has magnificent fleets, and one can now travel between Liverpool and Hong Kong, over half way around the globe, on C. P. R. steamships and C. P. R. trains. Under the C. P. R. red and white flag the Hawaiian Islands, Fiji, and Australia are reached. The C. P. R. issues tickets which carry one around the world. Throughout Canada, the C. P. R. system of hotels furnish the comforts that are only obtainable at

metropolitan hosteleries. The Company, besides being one of the largest land holders in the world, also runs and operates mines and ore smelters; owns extensive irrigation works; builds its own cars and locomotives in large shops; has steamers on the Great Lakes and on the inland waters of British Columbia; operates a telegraph and an express company in communication with all parts of the civilized world. It is a great deal more than a mere "common carrier."

The Canadian Pacific—the building of which was once looked upon by many Canadians as a foolhardy undertaking that could only result in overwhelming ruin to Canada—ranks to-day amongst the greatest of the world's transportation corporations. For this gratifying success the fullest measure of praise and credit is due to the indomitable pluck and unwavering confidence in the project of those enthusiastic spirits who in the early days determinedly and courageously, in the face of appalling engineering and financial difficulties, bravely overcame apparently insuperable obstacles, and to the present management, which, under the guiding hand of Sir Thomas Shaughnessy, the commander-in-chief of an industrial army nearly 50,000 strong, is capably and wisely carrying on with increasing vigor and unceasing energy the never-ending and ever-expanding work of this stupendous enterprise.





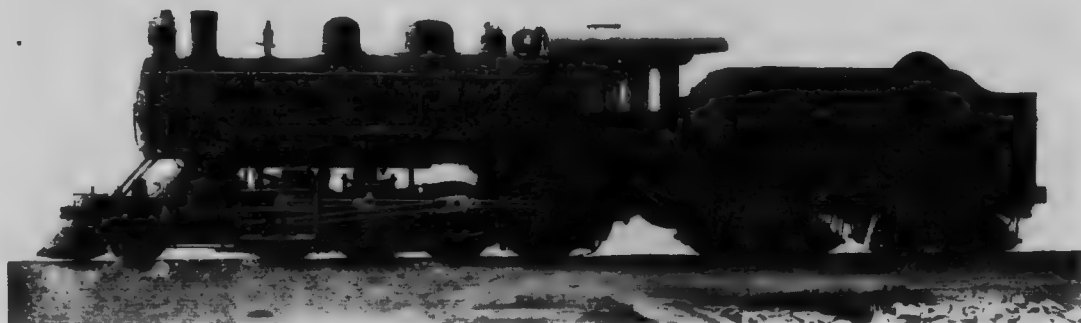
1—H. Hatch, Gen'l Air Brake Inspector.

2—J. Hones, City Passenger Agent.

3—C. Kyle, Master Mechanic, Eastern Div.

4—J. B. Elliott, Gen'l Master Mechanic.

"KINGSTON ENGINES ARE GOOD ENGINES"



WEIGHT IN WORKING ORDER . . .	188,200	DIAMETER OF CYLINDERS . . .	21 IN.
" ON DRIVERS . . .	163,675	STROKE " " . . .	28 IN.
" OF TENDER . . .	113,400	DIAMETER OF DRIVERS . . .	57 IN.
" OF ENGINE AND TENDER .	299,600	WORKING PRESSURE . . .	200 Lbs.

This Engine and others just like it are making Wonderful Records on the C. P. R. Over 18,000 ton miles per ton of coal.

Designed by Mr. H. H. Vaughan, Supt. of Motive Power C. P. R., and Built by

THE CANADIAN LOCOMOTIVE CO., LTD.

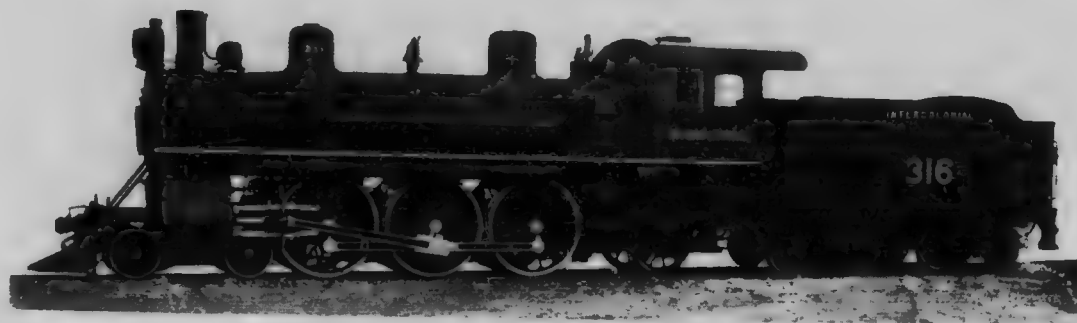
KINGSTON, ONTARIO.

H. TANDY, - - - Superintendent.

"THE BEST ENGINES ON THE C. P. R. ARE KINGSTON ENGINES"

Don't forget and try DIXIE.

"KINGSTON ENGINES ARE GOOD ENGINES"



WEIGHT IN WORKING ORDER . . .	187,000	DIAMETER OF CYLINDERS . . .	21 IN.
" ON DRIVERS . . .	127,000	STROKE " " . . .	28 IN.
" OF TENDER . . .	120,000	DIAMETER OF DRIVERS . . .	72 IN.
" OF ENGINE AND TENDER .	307,000	WORKING PRESSURE . . .	200 LBS.

THE BEST PASSENGER ENGINE IN CANADA.

Designed and Built for the Intercolonial Railway by

THE CANADIAN LOCOMOTIVE CO., LTD.
KINGSTON, ONTARIO.

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"THE BEST ENGINES ON THE I. C. R. ARE KINGSTON ENGINES"

DIXIE is always the best.



Officials of the Quebec and Lake St. John Railway.

The Quebec and Lake St. John Railway.

THE Quebec and Lake St. John Railway is now completed to Lake St. John, with branches stretching eastward to Chicoutimi, the head of navigation of the River Saguenay, and westward to La Tuque, the head of navigation of the River St. Maurice, the latter just completed. So that this great system now commands the trade of the whole of the northern half of the Province of Quebec and the lumber traffic of its two greatest rivers, the Saguenay and the St. Maurice, a territory covering the greatest spruce forests and water powers on this continent. The mileage of the road is now 286 miles, and no money has been spared to make it first class

in every respect, with heavy steel rails, substantial steel bridges and a large and excellent equipment of rolling stock, including parlor and sleeping cars. It has the finest terminals in Quebec, owning 400,000 feet of ground in the heart of the city, with deep water docks 1200 feet long fronting on the celebrated Louise Dock.



Map of Quebec & Lake St. John Ry.

Last year the road carried 325,000 passengers and 345,000 tons of freight. The solitudes in and beyond the Laurentian Mountains are being rapidly populated, and a multitude of pulp mills, paper mills, saw mills and other industries give employment to an army of 10,000 men. Lines of steamers controlled by or connecting with the railway run on Lake St. John, the Saguenay, the St. Maurice and Lake St. Joseph, and in the summer season thousands of tourists take the trip from Quebec through the beautiful Laurentian mountains to Roberval and down



Hotel Roberval.

the Saguenay, making prolonged visits to the splendid summer hotels which the Company have established at various points on their line. The Company also control their own colonization work by means of a Colonization Department, handled by an able staff, who send in about 3,000 new settlers every year, and so successful has their work been that the fertile territory of Lake St. John is being rapidly settled and now contains a prosperous agricultural population of 50,000. The President of the Company is Mr. Gaspard LeMoine, a prominent merchant of Quebec, and the Vice-Presidents are Messrs. Wm. Hanson, of Montreal, and John Theodore Ross, of Quebec.

Grave doubts were expressed at the outset as to the possibility of keeping so northerly a line open during the winter season, but these were quickly set at rest by the officers of the road, who, with snow plows and flangers of their own design and construction, have kept the road open every winter without interruption of any sort, and with so little delay to trains that their regularity has become proverbial in Quebec.



Lake St. Joseph Hotel.

The line has now been in operation, in whole or in part, for about twenty-five years, and during that time has carried nearly five million passengers. During all this time not one passenger has been killed or even wounded, nor has there ever been a collision on the road. It is questionable whether there is another railway in America with a similar record.

Quebec people are naturally very proud of the success of this enterprise, and of the staff of local men who so successfully operate it, and whose portraits are annexed. The General Manager, Mr. J. G. Scott, has been connected with the road and has directed its construction and operating since the turning of the first sod, and has created the excellent organization which so efficiently operates every department of the work. Mr. Alexander Hardy, a French Canadian, is General Passenger Agent, and issues the tasty and prettily illustrated guide books, hotel

guides and hangers which have made this road famous in every town from Quebec to New Orleans. Mr. A. E. Doucet, a graduate of the Royal Military College, and A. D. C. of General Middleton during the Northwest rebellion, is the Chief Engineer. Mr. James Bain, who commenced his railway career on the Intercolonial and the Missouri Pacific, is the efficient Superintendent, and Mr. Stuart G. Oliver, the Auditor of the Company.

A project is now under consideration for the extension of this road through a valuable country from Roberval to James Bay, passing through the famous mining district of Chibougamoo, which, it is expected, will prove as rich in minerals as Cobalt. The James Bay country is said to be full of natural resources in the shape of spruce forests, water powers, minerals and agricultural lands. It is very level, has the same climate as Manitoba and the fertile agricultural district of Lake St. John, and an average snow-fall half that of Montreal.



Lake St. Joseph from the Hotel.

every town
the Royal
Northwest
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on, and an

GALENA-SIGNAL OIL COMPANY ..

FRANKLIN, PENNSYLVANIA.

Sole manufactursrs of the celebrated GALENA COACH,
ENGINE and CAR OILS, and SIBLEY'S PERFECTION
VALVE and SIGNAL OILS.

Guarantee cost per thousand miles for from one to five years,
when conditions warrant it.

Maintain expert department, which is an organization of skilled
railway mechanics of wide and varied experience. Service of
experts furnished free of charge to patrons interested in the
economical use of oils.

Street Railway Lubrication a Specialty

Please write home office for further particulars.

CHARLES MILLER, . . . PRESIDENT.

The delicious DIXIE cigar is O.K. Try

Officials of the Quebec Railway, Light & Power Co.



1—Ed. A. Evans, Gen'l Manager Q. R. L. & P. Co.

2—H. N. Bartlett, Supt. Citadel Div.

3—C. J. Pi

Secretary.

4—J. S. Blanchet, Car Accountant.

5—J. A. Everell, Supt. Montmorency Div.

6—W. J. Lynch, Treas. and

Accountant.

History of Quebec Railway, Light and Power Co.

THE Quebec terminus of this railway is within a block of the Canadian Pacific, Great Northern and Quebec & Lake St. John railways, and is about ten minutes' walk from the ferries connecting with the Grand Trunk, Intercolonial, and Quebec Central railways.

It is difficult to describe in words the dainty beauty of the scenery along the route of the St. Anne Railway. It is one of the richest spots in natural picturesqueness in Canada, and has been the cradle of the Canadian people, besides being the scene of many historical events.

The route from Quebec to St. Anne may be compared to a splendid panorama. There are shady woodlands and green pastures, undulated hills and sparkling rivers, whose banks are lined with pretty villages, the tinned spires of the parish churches rising above the rest of the houses, sparkling in the sun. The falls of Montmorency river add a touch of grandeur to the scene. On one side of the river, to the left, we have a La Canardière, Charlesbourg, Beauport, L'Ange Gardien, Château Richer, and finally, St. Anne de Beauport; while on the other are the city and harbor of Quebec, Lévis, St. Joseph and the Isle of Orleans.

After the train leaves the Quebec station it crosses the St. Charles river over a magnificent swing bridge. The first stop is at the little village of Hedleyville.

About a mile up the St. Charles stands the cross erected by the "Circle catholique de Québec," in 1899, on the spot where Jacques Cartier and the crews of his three vessels, "La Grande Hermine," "La Petite Hermine" and "L'Emerillon," spent the winter in 1539.

To the right of La Canardière is Maizerets, a large farm belonging to the Quebec Seminary, and where the students of this institution go to enjoy their weekly holiday. Maizerets was established over two hundred years ago.

To the left is the immense establishment of the Beauport Lunatic Asylum, which can accommodate over a thousand patients. A little further on can be seen the iron temperance cross erected by the Rev. Father Chiniquy, then curé of the parish of Beauport.

Beauport station is situated in the district called Côte des Pères, in memory of the Jesuit Fathers, who formerly owned a large tract of land called St. Ignatius Farm, and which now belongs to the Quebec Seminary.

The large ruin at the side of the station is that of a distillery destroyed by fire many years ago.

At Beauport is to be seen the ruins of the old manor house where, in 1759, General Montcalm had his headquarters. This manor seat was granted to Robert Giffard on December 31st, 1634, who, with Jean Guion and Zacharie Cloutier, came from Mortagne, in France, the year previous.

During the siege of Quebec, in 1759, the district between the Beauport river and the Montmorency was covered by a double line of forts and redoubts, and was defended by an army of nearly fourteen thousand men.

Some mounds, that are still to be seen on the beach, mark some of the positions of some of the redoubts.

From the tower of the Beauport church, also, Vaudreuil saw, one dark night in June, the abortive attempt of his fireships against the English fleet anchored at the entrance of the North Channel. These fireships, which cost the French over a million, did no damage to the English, as the sailors, swarming out in their boats, recklessly took them in tow and stranded them on the Isle of Orleans, where they quietly burned away.

The village of Montmorency is the home of the Quebec Railway, Light & Power Company, the Montmorency Cotton Mills Company, and the Riverside Manufacturing Company. Here is constructed the power house of the Quebec Railway, Light and Power Company, who in addition to supplying power to the mills above mentioned, supply power to their railway system in the city of Quebec and suburbs, as well as light and power to private citizens in the city of Quebec and district. The power is developed from the Montmorency Falls, at one hundred and eighty-five feet of head, and it is claimed that the water wheels developing this power are the most modern and most efficient wheels on the continent.

The names of the five parishes of the Côte de Beauport—L'Ange Gardien, Château Richer, St. Anne de Beauport, St. Joachim and St. Féréol—tell you once you are in a land with a religion, a history and a romance.

L'Ange Gardien lies just below the Falls of Montmorency. The peaceful beauty of the place makes the "Guardian Angel" a most appropriate name. This spot has not always had such peaceful associations. Wolfe's troops ravaged this parish and Château Richer from one end to the other; destroyed all the crops and burned almost every house. There is little trace of the devastation now, except in the stories that old *habitants* have heard their elders tell.

Château Richer, which in natural beauty equals L'Ange Gardien, is the next parish to the eastward. It gets its name from an old Indian trader, whose château, near the river, is now but a small heap of ruins almost hid in the undergrowth.

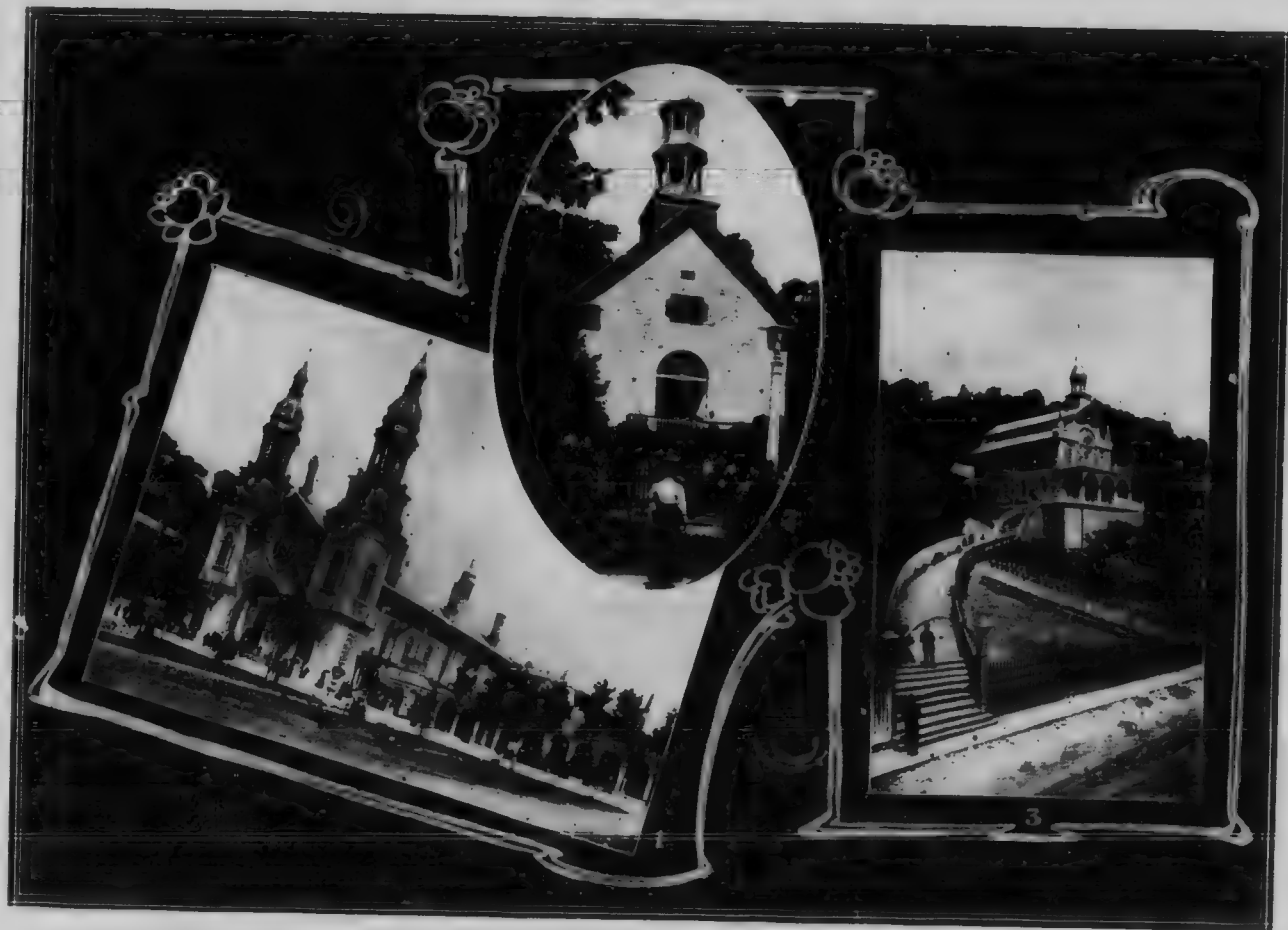
Next, and most important to the pious pilgrim, comes the pretty village of St. Anne de Beauport, containing the shrine of the mother of the Blessed Virgin, which is situated twenty-one miles below the ancient city of Quebec, on the banks of the noble St. Lawrence.

The shrine of St. Anne has been a point of pious pilgrimage ever since the first establishment of Canada, and the means of access at last proving insufficient for the number of pilgrims yearly making the journey, the railway was built expressly for the purpose of providing less for some less expensive and more rapid means of visiting this sacred place.

The railway was built in 1889, with the approbation of His Eminence the late Cardinal Taschereau and the Bishops of the Province of Quebec, and at its inauguration, August 15, 1889, was solemnly blessed by the prince of the Church, in the presence of attending clergy and a large concourse of people.

The railway company and its officials leave nothing undone to preserve and, if possible, increase this special character of the line.

Ste. Anne de Beaupre.



1—Basilica.

2—Old Chapel.

3—Scala Santa.

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THE MOST RELIABLE IN ALL THE WORLD.

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The best
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Come on, boys! have a DIXIE.



The Locomotive Engineers' Poet - Shandy McGuire
Engineer on the Delaware, Lackawanna and Western R. Road Co.

The pleasures that await us with our Brothers in Quebec.

Let us go to Quebec, to the grand Union Meeting,
 It is there we'll be given a most hearty greeting,
 From the moment our feet touch the historic ground,
 We'll be treated like princes, and piloted round
 From the top of King's Bastion to Lower Town. The boys
 Will distribute big breastfulls of Brotherly joys ;
 We have quaffed them before many times, and we know
 What awaits everyone to the meeting who'll go.

Let us go to Quebec, and on Abraham's Heights
 We'll be shown many famous and blood-thrilling sights,
 Then to Park Montmorency, then up to St. Anne's,
 And to banquets and balls, which are all in their plans
 For the best entertainments that ever were given
 To us here on this side of the portals of Heaven ;
 This is truth, and I swear it. Get ready to trek,
 Bring your sweethearts and wives, and come on to Quebec.

We'll hear speeches from men armed for eloquent throats,
 We'll meet Prenter and Stone, whom we've crowned with our votes,
 We'll hear Salmons explain how the " Journal " he runs
 Full of wisdom profound, fired from logical guns.
 And perhaps Wills and Cadle we'll hanker to kiss—
 When some sweet things are round it is seldom we miss
 Dear old Burgess, and Hurley, and Murdock the fair,
 And our silver-tongued Cassell may also be there.

Now ye lads from the States, and ye lassies likewise,
 Let us give the Kanucks a most pleasing surprise,
 Let us go o'er the border in hundreds at least,
 And for three or four days enjoy ballroom and feast :
 Every place will be free, all their doors are ajar,
 Not a thing shall occur our choice pleasures to mar,
 For we've been there before, and we know what we say,
 No superiors they have on God's footstool to day.

—Shandy McGuire.



TO THE VISITING ENGINEERS AT QUEBEC.

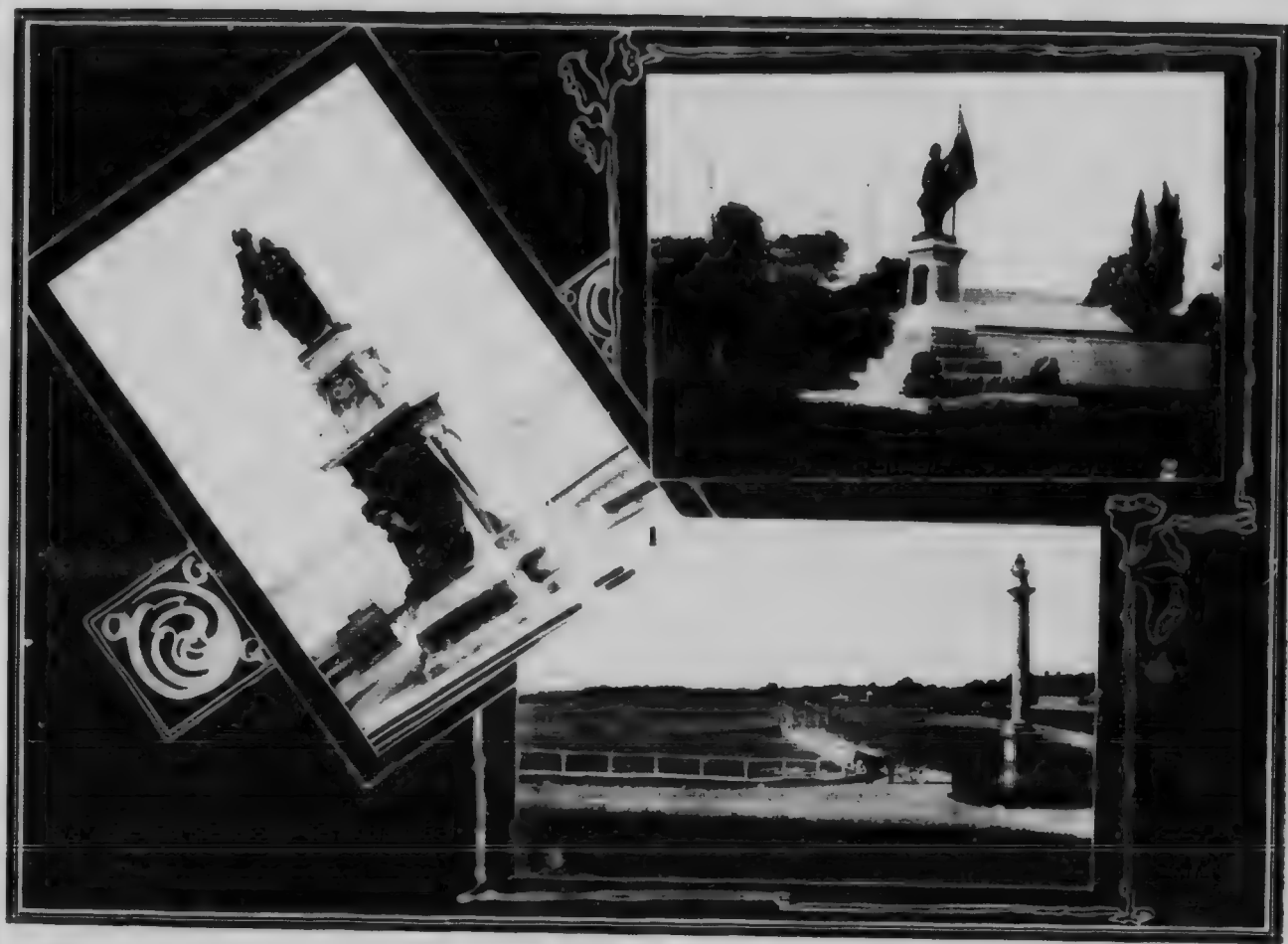
There will be too little time during your stay to mention the various grades of our watches, but let me invite you, and your friends, to the Jewellery Store where the merits of Railroadmen have always been appreciated.
The latest Badges, Souvenirs and Goods of every description will be found here as represented.

EMILE JACOT,

128 ST. JOSEPH STREET, QUEBEC.

WATCH INSPECTOR, C. P. R.

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In this Province or out of it.



YOU CAN HIT ON IT.

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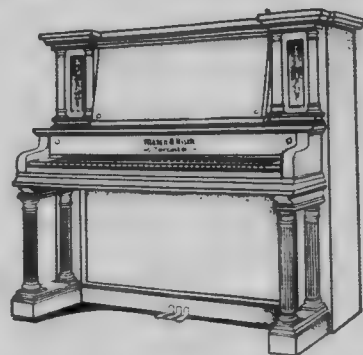
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Grâce aux améliorations brevetées (*que ne possède aucun autre piano*) il a une douceur et une clarté de son qu'il est impossible de trouver chez une autre marque. Seul représentant pour tout le district de Québec des célèbres pianos :

**Wheelock Piano Automatique, Marshall
& Wendall, Morris, Palmer, Stanley,**

ainsi que des harmoniums

Doherty, Sherlock Manning.

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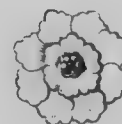
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in order to maintain a head of steam, so your body needs good, nourishing food to keep you strong and healthy. Bread has been called the staff of life, and good bread is certainly the most sustaining food anyone can eat. The *best* bread is that made of "FIVE ROSES" Flour, which is rich in nutriment and gives the greatest percentage of nourishment and strength.

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Ask your grocer for a bag to-day.

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While in City you cannot enjoy a better cigar than DIXIE.

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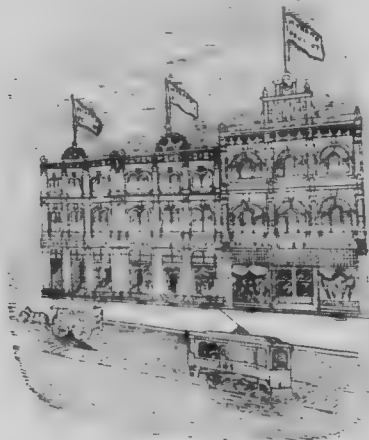
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Don't forget and try DIXIE.

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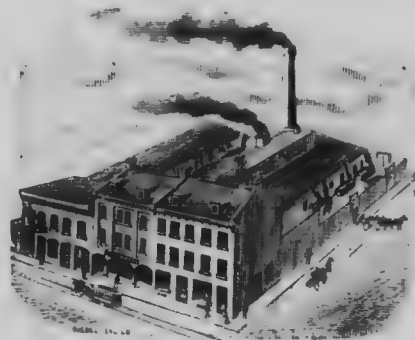
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Galvanisé de toutes dimensions.*

*Tuyaux de Drainage en fonte de 3 et 4
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*Bains en fonte émaillée. Bassins en fonte
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*Bouilloires galvanisées à partir de 18
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*Nous nous occupons spécialement de la
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Engins ou fonte servant aux constructions, etc.

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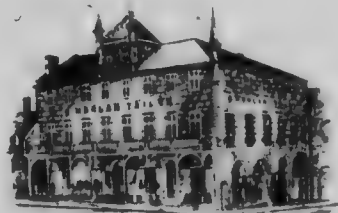
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All Engineer Visitors are invited to pay a visit to J. Pelland, ex. B. R. T. member and proprietor of the

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CELEBRATED BRANDS:

**Extra Stock Ale,
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Can't be beat and are for Sale everywhere.

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Canada's Greatest Railroad Timepiece

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— SPECIAL —

RAILROAD WATCHES

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They are tested and examined under the same stringent rules as adopted at Kew Observatory by the British Government. The Observatory certificate of rating accompanies every watch.

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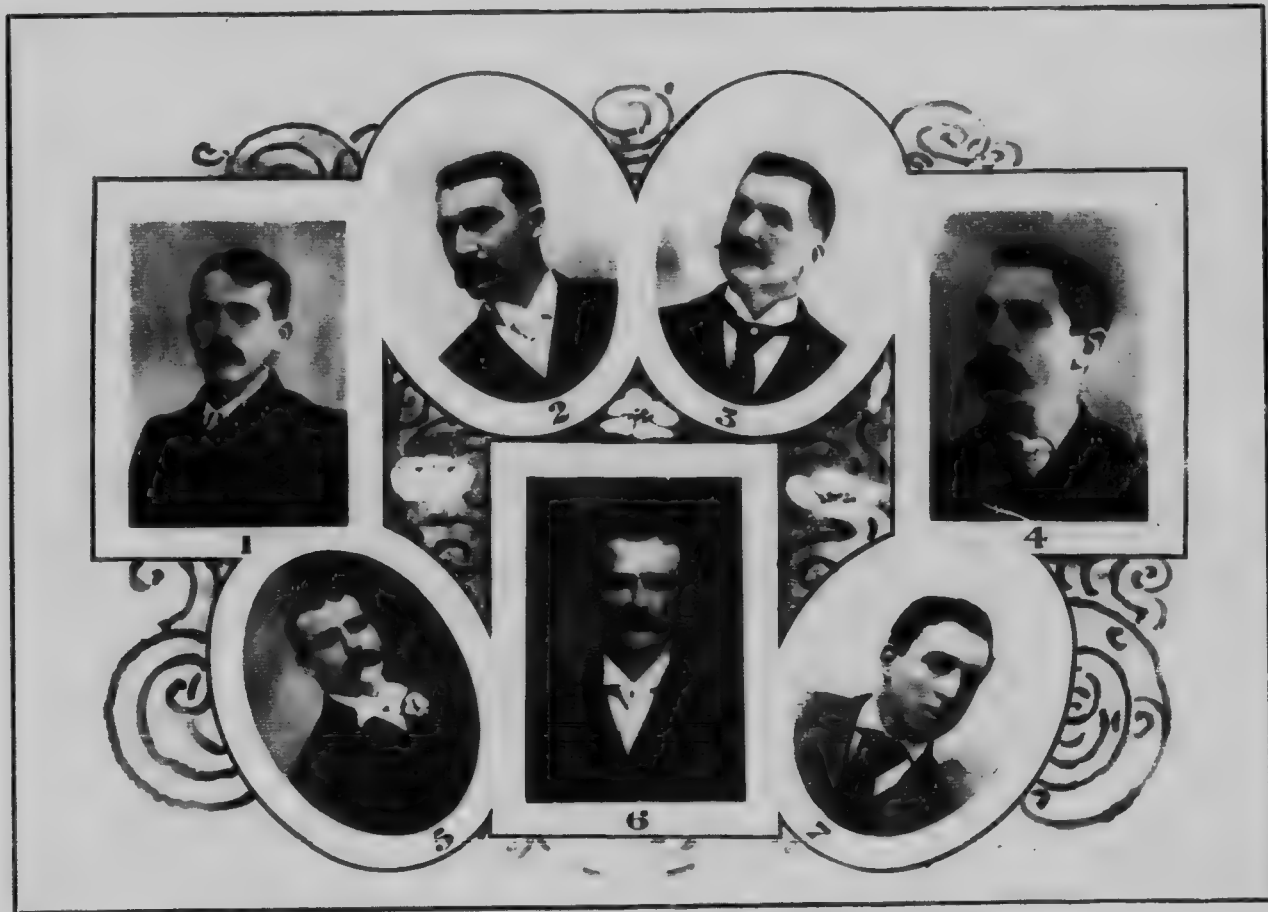
R. HEMSLEY'S SPECIAL RAILROAD
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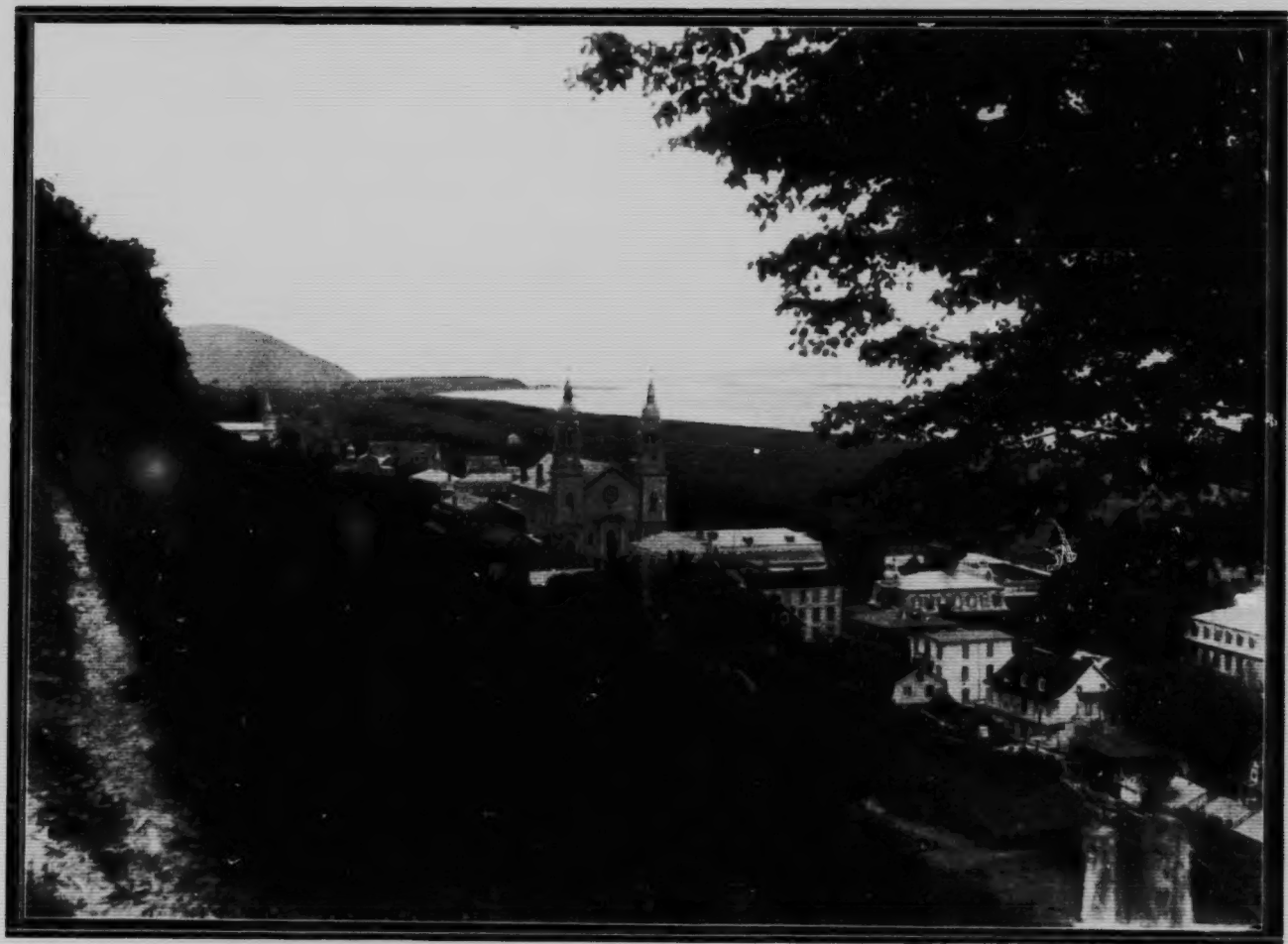
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